

**Central NH Regional Planning Commission**

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**Transportation Advisory Committee  
Bow Town Office Meeting Room C 10 Grandview Rd**

**June 9, 2024**

**Meeting Summary**

9:00 A.M.

<b>Attendees</b>	
	Richard Moore, Chichester
Betsy Bosiak, Town of Epsom (chair)	Alec Bass, Concord
Carolyn Cronin, Town of Pembroke	Donna White, Town of Dunbarton (virtual)
Karri Makinen, Town of Bow	Robin Payson, Town of Hillsboro (virtual)
Karen Hill, City of Concord	David Tilton, SNHPC (virtual)
David White, Town of Hopkinton	Ross Wood, NHDOT (virtual)
Russel Tatro, Town of Webster	Steve Henninger, CNHRPC
Tim Blagden, Town of Warner	
Peggy O’Neil-Vivacno, University of Vermont	

**Commission Staff:** Craig Tufts, Mike Tardiff, Vincent Pagano, Steve Henninger

**1. Call to Order and Introductions**

The meeting began at 9:08 AM, called to order by Chair, Betsy Bosiak. All TAC members and guests present, both in person and virtually, introduced themselves.

**2. Review and Approve the February 2, 2024 TAC Meeting Minutes.**

The February minutes were unanimously approved. The TAC also verbally approved notes from the April meeting, where there was no quorum.

**3. Guest: Peggy O’Neil-Vivacno from the University of Vermont - Northeast Freight Corridors Charging Plan: Site Prioritization from an Environmental Justice Lens**

Peggy introduced herself. She is tasked with reaching out to communities to identify possible environmental justice impacts to new EV charging installations at potential EV charging sites on freight corridors. The two sites identified in the CNHRPC region include the Canterbury rest area off 93 and the Alltown Travel Center along NH3A at the Hooksett/Bow town line.

Peggy shared a survey via the presentation, and offered paper copies of the survey for anyone to fill out. Craig offered to distribute the survey to the TAC email list.

Conversation ensued during and after the presentation. The general consensus of the TAC was that EV chargers appeared to generally have a positive impact, rather than negative environmental justice impacts. One concern however was that the Alltown Travel Center encourages trucks to get off I-93 and travel local roads, also avoiding the toll on I-93. The group felt it was best to not encourage this activity. The group also recognized a need for truck stop rest areas, which would be good locations for freight EV chargers.

Comments also noted the lack of EV charging stations on their list along the I89 corridor.

#### **4. Ten Year Plan Update**

Craig reported that the latest draft of the TYP was being reconciled between the house and the senate. Changes thus far have been relatively minor, and mostly outside of our region. He reminded the group that at the last TAC he reported an increase in funding for I-93 Bow Concord at the expense of bridge maintenance.

Craig reported that as this TYP is getting signed into law, we are already getting started on the next TYP. It is a two year cycle. Craig reported on a staff meeting where transportation needs and potential TYP projects were discussed. Existing plans, ongoing issues, and recent developments were considered.

Craig will be sending out project solicitation letters to each town soon. These letters will solicit for new projects to be added to the next TYP, and also seek confirmation of projects that are already in the Ten Year Plan. Craig will also be sending individualized emails to each town with some context and suggestions for possible projects.

Craig also discussed with the group the need for corridor studies, particularly on Route 4, and will be getting a better understanding of the NHDOT corridor studies that they will be undertaking in the next few years. There was conversation about issues along the route 4 corridor, the corridor's importance, and the perceived need for a study. There was brief discussion on existing TYP projects that are nearing implementation, including Henniker-Hopkinton NH9/127, and Chichester Main St/NH28.

#### **5. Safe Streets for All Update**

Craig reported that he followed up on the discussion held at the last TAC meeting and reached out to others for more clarity, including from NHDOT, the MPOs who are doing a SS4A action plan, and the City of Concord, on how a CNHRPC regional Safe Streets for All Action Plan would be developed and what it would contain. Gathering good data is going to be difficult but there is a plan to use data from NHDOT supplemented by local police department data.

The approach will be to use the data to identify a high injury network or high risk network, and to find safety hot spots as a broad brush. Then those broad areas may be broken out into specific locations for more detailed analysis and targeted treatments. The plan will also will look for trends, various types of crashes that are particularly prominent, or specific issues that might need to be addressed.

Craig also discussed how to respond to the needs of large communities including Concord without washing out

the needs of smaller towns. Because the plan is data driven, small towns may not have a crash history or large enough sample of crashes to identify or prioritize safety issues in the same way. One way to address this is to supplement crash data with outreach efforts.

The action plan will enable projects to be eligible for SS4A implementation grants, but it may be more likely that implementation will be from a broader set of sources including Ten Year Plan projects and Highway Safety Improvement Program (HSIP) projects. The TAC will be the oversight committee, with a subcommittee to work on details between TAC meetings and report back to the TAC. Craig needs to get the on-call engineer on board through a task order. Concord has engineering staff that can contribute as well.

School zones were noted as an issue that may be part of the action plan, and will seek to quantify safety in school zones in ways beyond using only crash data. There are relatively few school related crashes in the data. CNHRPC will begin to organize a subcommittee, with Tim, Karen, and Betsy already expressing interest in serving.

#### **6. Commute Smart NH Update**

Vincent reported the Spring Challenge was completed, and that it was the most successful challenge so far. There were 78 organizations and 318 individuals participating, with 1,000 more trips than last year. He gave additional statistics including miles not driven, emissions savings, cost savings, and calories burned from active transportation. The next challenge will be in October.

Craig reported that CNHRPC helped organize bike to work day events in Concord, with bike to work stations at the State House and NHDES that offered donated bagels and coffee from the works, donated gift cards from S&W Sports, and maps and other information. It was a positive event.

#### **7. Next Meetings**

August 9 was selected as the next meeting date.

Bill Lambert from NHDOT may be visiting our TAC to talk about highway safety and active transportation. Craig advertise the date in the TAC follow-up email.

#### **8. Other Business**

Tim informed the group about the CNHBC bike swap to take place in July. This raises funds for bike related projects in the region.

Tim informed the group that NHDOT is drafting a Complete Streets policy. He asked if members of the TAC would go back into their communities and evaluate the potential to pass municipal complete streets policies or ordinances. Various TAC members discussed the status in their communities, with some having complete streets efforts or roadway safety committees in their towns.

Tim also noted that the Central NH Bicycling Coalition (CNHBC) and the Concord-Lake Sunapee Rail Trail organization with help from CNHRPC are helping to bring bikes to schools. Balance bikes are donated to schools for all kids in kindergarten and first grade to learn to ride a bike in PE class. Kearsarge school district,

Concord school district, and, Hopkinton all have programs now. Next the group is working on Merrimack Valley School District, and are seeking additional funds.

The meeting was adjourned at 10:35 AM

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